

<b>Application Number:</b>	P/RES/2021/01944
<b>Webpage:</b>	<a href="https://planning.dorsetcouncil.gov.uk/">https://planning.dorsetcouncil.gov.uk/</a>
<b>Site address:</b>	Land North of Broadwindsor Road, Beaminster DT8 3PP
<b>Proposal:</b>	Application for approval of reserved matters of appearance, landscaping, layout and scale of Outline approval WD/D/18/000115 for 100 dwellings with associated infrastructure and public open space
<b>Applicant name:</b>	Cavanna Homes (West Country) Ltd
<b>Case Officer:</b>	Bob Burden
<b>Ward Member(s):</b>	Cllr Knox

This application has been brought to committee at the agreement of the Service Manager for Development Management and Enforcement following the scheme of delegation consultation.

### 1.0 Summary of recommendation:

Approve Reserved Matters subject to conditions

### 2.0 Reason for the recommendation:

- Contribution toward maintaining 5 year housing land supply.
- Para 11 of the National Planning Policy Framework (NPPF) sets out that permission should be granted for sustainable development unless specific policies in the NPPF indicate otherwise.
- The location is considered to be sustainable and the proposal is acceptable in its design and general visual impact.
- There is not considered to be any significant harm to neighbouring residential amenity.
- There are no material considerations which would warrant refusal of this application.

### 3.0 Key planning issues

Issue	Conclusion
Principle of development	Site allocated for development in adopted Local Plan under policy BEAM 1. Outline permission

	WD/D/18/000115 establishes principle of up to 100 dwellings.
Layout	Layout follows principles of BEAM 1 policy with higher density toward road frontage and lower to the north. Perimeter block principle used to parts. Public open space locations provide framework for desirable “sense of place” to be created.
Landscaping	Principles of extensive western/northern planting carried forward in this reserved matters application. New planting includes tree groups, avenue feature and dispersed tree planting. Additional planting to reinforce existing boundaries included. Landscaping provisions are acceptable.
Scale	Development based on two storey buildings; reflects scale of adjacent and near-by buildings. Designs range from smaller scale vernacular to grander larger dwellings giving variety of form.
Appearance	Designs include detached, semi-detached and terraced units. Dwellings have variety of architectural features and an acceptable palette of wall and roof materials
Residential amenity	Scheme has an acceptable relationship with adjacent development and sites and is acceptable in residential amenity terms.
Highways	Scheme follows highway principle established on outline. Hierarchy of routes within site is acceptable.

## 4.0 Description of Site

4.1 The site lies at the west end of the town, on the north side of the B3143 Broadwindsor Road. It comprises mainly ploughed farmland, being low-lying and relatively level in the eastern part, and more of a slope rising to the west and north in the western portion. The site comprises an area of 4.58 ha and has a depth of 60-80 m in the east section, and about 210m depth in the west. To the north side of the road it is about 0.5-0.75m above road level. The site on its southern edge is bounded by the B3163. There is a grass verge fronting the road of variable width, backed by a hedge on a relatively low bank.

4.2 Opposite the left half of the frontage is Buglers; an agricultural equipment suppliers business. This includes a c7m high building of brick with metal clad walls and roof, together with a plant/machinery yard. More to the east opposite the site is Lower Barrowfield Farm; a listed building of two and a half storey random natural stone and thatch, with white timber windows. To the east of the site is a public footpath and beyond that a two storey dwelling known as All Seasons House; this is

of natural stone and slate. It has ground and first floor windows facing the site with other principal windows on other elevations. Its boundary is defined by a 1.4m high blockwork wall with conifers on that line. A wooded fringe and stream lies further to the east and recent housing/the Broadwindsor Road Industrial Estate beyond. The north of the site is mainly defined by a native hedgerow and to the north of that is a grass field which rises gently and is divided into pony paddocks (this adjacent site has outline planning permission for up to 58 Dwellings (WD/D/19/000163-part of the same BEAM 1 allocation). North-westwards the site is bounded by more pastureland, and to the west by further agricultural land, and further west a group of farm buildings of corrugated iron, blockwork and corrugated roofing for cattle and agricultural storage.

## **5.0 Description of Development**

5.1 Outline planning permission was granted for this site under WD/D/18/000115 dated 21/11/19 for up to 100 dwellings. This is the reserved matters application following on from that outline and proposes 100 dwellings. The positioning and nature of the main site access was detailed in the outline permission and would be positioned opposite the entrance to Buglers premises including a new roundabout. A pedestrian footway link would also be provided from the south-east corner of the site along the north side of the road to link with the existing footway just to the east adjacent to St James.

5.2 The detailed layout broadly follows the principles of the illustrative outline layout. From the new site access a landscaped linear road runs northwards, with a lower hierarchy road running eastwards with access roads off it. At the eastern end of the site there is a small substation, a water attenuation shallow basin and a local equipped area for play (LEAP). The southern frontage to the Broadwindsor Road includes higher density areas. There is also a small local area for play (LAP) in this area.

5.3 West of the main access road nearest to the Broadwindsor Road is higher/medium density areas based on the perimeter block principle including some flats at the south-west corner. Moving north there is a significant sized public open space -described as "The Green". Moving north the housing is predominantly lower density with a greater number of detached houses.

## **6.0 Relevant Planning History**

WD/D/18/000115 Outline: Residential development of up to 100 dwellings and associated infrastructure. Approved 21/11/19

## **7.0 List of Constraints**

Landscape Character: Undulating River Valley; Brit Valley

Footpath W21/72;

Footpath W21/71;

Within defined development boundary (within BEAM1 allocation)

Affecting setting of Grade II listed building (statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990)

Area of Outstanding Natural Beauty: (statutory protection in order to conserve and enhance the natural beauty of their landscapes - National Parks and Access to the Countryside Act of 1949 & Countryside and Rights of Way Act, 2000)

Rights of Way

## **8.0 Consultations**

All consultee responses can be viewed in full on the website.

### **Consultees**

**Natural England** – No comment. Standing advice can be used to assess protected species impacts.

### **Wessex Water-**

Foul drainage-

The applicant proposes an off-site sewer running east in Broadwindsor Road to discharge flows to the public system at the junction of Broadwindsor Road and St James. A connection to the 150mm public foul sewer can be agreed at manhole 1502 for foul flows only.

A capacity appraisal of the receiving foul network will be undertaken by Wessex Water upon grant of planning, and where proved necessary a programme of capacity improvement works will be scoped to accommodate proposed foul flows only from the development.

The point of connection to the public network is by application and agreement with Wessex Water and subject to satisfactory engineering proposals constructed to current adoptable standards. The developer should contact the local development team [development.south@wessexwater.co.uk](mailto:development.south@wessexwater.co.uk) to agree proposals for the Section 104 adoption and submit details for technical review prior to construction.

Surface water drainage-

The applicant is proposing to utilise onsite surface water attenuation with restricted discharge to the local watercourse, outfall rates and volumes will need to be agreed with the relevant LLFA.

The proposed outfall is into the culverted watercourse adjacent to the property known as "The Firs" to the East of the proposed development site. This will necessitate a 30m off-site sewer running east in Broadwindsor Road. It should be noted that a Section 98 sewer requisition will be required for works in third party land. The developer should contact the local development team as early as possible to agree proposals for the Section 104 adoption and any Section 98 sewer requisition works. [development.south@wessexwater.co.uk](mailto:development.south@wessexwater.co.uk)  
No surface water drainage will be accepted in the foul sewer system.

#### **Water Infrastructure-**

A water supply can be made available to the proposed development with new water mains installed under a requisition arrangement. A review of the available capacity of the existing network and any upgrades to accommodate proposed development will be undertaken by Wessex Water upon grant of planning, and where proved necessary a programme of capacity improvement works will be scoped to accommodate proposed demand.

The point of connection and any programme of off-site reinforcement works, will be agreed upon receipt of a Section 41 Requisition Application. The applicant should consult the Wessex Water website for further information.

**Dorset Police Architectural Liaison Officer-** No comments received

#### **Senior Landscape Architect-**

Following receipt of amended plans, content with the hard and soft landscape proposals for this reserved matters application.

#### **AONB Landscape Officer-**

Content with the amended plans; I noted that the table provided in response to comments indicated that the points I raised previously had been positively addressed. I can confirm this is the case.

#### **Housing Enabling Officer-**

Housing Need:

There are currently over 2100 households on the Housing Register requiring accommodation in the West Dorset area.

The register demonstrates that there is a high level of recorded housing need across the area and that a variety of dwelling sizes is required across the range of sizes.

Planning Policy:

West Dorset, Weymouth & Portland Local Plan 2015

National Planning Policy Framework

National Planning Policy Guidance

The revised NPPF sets out that affordable housing should be sought from major developments the qualifying threshold being 10 dwellings or more.

Policy requires 35% affordable housing on site with the inclusion of 70% social/affordable rent and 30% intermediate affordable housing on open market housing sites and financial contribution towards the provision of affordable housing when there is a shortfall on site.

It is desirable that affordable housing where it is provided should be proportionate to the scale and mix of market housing and are well-integrated and designed to the same high quality resulting in a balanced community of housing that is 'tenure neutral' where no tenure is disadvantaged.

Application:

This application is for a residential development on a site to the north of Broadwindsor Road in Beaminster. The site was granted outline permission for 100 homes in 2019.

**Summary:**

The site lies by the Broadwindsor Road to the north of Beaminster.

It provides a policy compliant 35/65 split of affordable and open market open with a range of sizes. The affordable plan shows that the properties will be spread across the development and are designed to be 'tenure neutral' being similar in materials and detailing to the market properties.

The affordable element of the scheme offers a good range of property sizes from one bedroom to four bedroom.

The properties will be delivered with a S106 retaining the affordable properties in perpetuity.

Dorset Home Choice demonstrates that there is a significant need for quality affordable family housing across Dorset this site would contribute towards the need for affordable housing in the area.

**Flood Risk Management Team- (Summary)**

We have no objection to the relevant Reserved Matters (RM) application, or revised scheme set out within submitted documents, on flood risk or surface water management grounds. The amended, conceptual drainage strategy would appear to be viable & deliverable, subject to the consideration of the detailed proposals and discharge of appropriate planning conditions (ref: WD/D/18/000115 – 6 & 7).

*(Case Officer note: the surface water drainage issue is dealt with under the current conditions submission on the outline application)*

**Lead Project Officer (CIL and Planning Agreements)**

On the understanding that this application is CIL liable and will be determined under the auspices of the s106 agreement (21/11/19) and identified financial and other obligations and associated trigger points therein I have no further comments from this perspective.

**Urban Design Officer (summary)-**

- Amenity of proposed units at the site entrance.
- Parking dominance over the street-scene at the west of the site.
- Materials – cohesion of materials for dwellings, plot boundaries and garages plus more recessive materials required at the highest and most visually exposed parts of the site.
- Fenestration is required to be included where feasible for bathroom and en-suite rooms.

West of site still a concern in terms of parking dominating the street scene. Housing mix -relatively large proportion of 4B relative to 3Bed. LEAP at east of site-adjust tree/hedge planting to ensure adequate surveillance. Materials-some revision to materials on dwellings on higher ground. Garages-should be in materials to match the associated dwelling.

*(Case officer note: the applicant has now made design revisions consistent with the above points).*

### **Senior Conservation Officer (summary)-**

The Senior Conservation Officer has assessed the scheme and concludes that there is no harm to the significance of designated and non-designated heritage assets. This is in relation to Barrowfield Farmhouse with attached barn and stables; Horn Park; Horn Park Farmhouse; Horn Park Deer Park and Beaminster Conservation Area.

### **Highways Officer-**

Before the Highway Authority can make its formal recommendation, the following items should be noted:

A speed reducing feature (e.g., raised table) should be included at the junction (adjacent to plots 53 & 60. The pedestrian crossing point opposite to the rear of plot 60s garage should be brought up to the junction and incorporated into this raised table.

A speed reducing feature (e.g., raised table or offset building outs) should be included at a point around plots 95-96 due to the length of this section of carriageway.

A short section of adoptable footway (running north-south) should be provided to the LEP in adjacent to plot 76.

If service margins are to be grassed, they must be a minimum of 1.0m.

The service margin around the visitor bays on The Green should be altered to provide a hardened surface with a minimum width of 1.0m to enable people to enter and exit their vehicle (to offer a better facility especially during inclement weather).

Road 8 junction (adjacent to plots 32 & 57) should be a drop crossing (allowing a continuous footway) rather than a bell mouth.

The arrangement of the trees indicated within the access (immediately to the north of the roundabout and to the south of the first junction) will need to be altered and reduced in number (likely 4 can be achieved) to ensure appropriate visibility is available and in particular to ensure street lighting can be installed and operate effectively.

*(Case officer note: The applicant has now added the above requirements to the submitted plans).*

### **Beaminster Town Council-**

This application should be welcomed as it should obviate the piecemeal proposed developments in Beaminster for housing in inappropriate places, such as 83 East Street.

Dorset Council as part of their eco policy, MUST insist that each of the new houses being built under this application must have solar panels and must have electric vehicle charging facilities. Not only will this enhance the development and make the houses more attractive to potential occupiers, it should also send a clear message to developers of other sites within Dorset that solar panels and electric charging facilities are a must.

Should Dorset Council not insist on the installation of solar panels and electric vehicle charging facilities for each house in this development, it will send completely the wrong message concerning the Councils "green" and "eco" policy. Already a good opportunity was lost when there was no requirement for either solar panels or electric vehicle charging facilities in the Tea Garden housing development almost adjacent to the Broadwindsor Road site covered by this application.

Any suggestion that the Council cannot insist on such installations because it is not required by law is a weak way out. If we have to wait for Government to pass the necessary legislation, we will be waiting for years during which time many other housing, and industrial, developments will have been approved without such installations. Dorset should be a leader in requiring that solar panels and vehicle charging facilities are a basic requirement for all developments. It is considerably cheaper to make the installation during the build stage rather than having to do it at a later date after building completion.

### **Amended Plans- Further Consultee Comments –**

#### **Further Town Council Comments:**

I have had the opportunity to research my notes and look back at the comments submitted and can confirm the Town Council RECOMMEND REFUSAL as the application stood.

Policy ENV13 (2.6.14) where new build is expected to achieve high standards of environmental performance – the Town Council believe a development of this scale provides the opportunity to incorporate solar panels, ground source or air source heat pumps, rain water harvesting and electric charging points.

The site had previously been earmarked for mixed industrial/residential development and again the Town Council believe no attempt had been made to provide employment/community development within the site by incorporating live/work units.

The Town Council also questioned the capability of the existing sewer system and note that Wessex Water indicate that only if/when planning permission is granted will they assess the capability, members believe it is then too late.

**Wessex Water-**

Thankyou for reconsulting us with regards to the above planning application, Wessex Water has no further comments to make at this time and would refer both the planning officer and the applicant Back to our formal response dated 16 June 2021 which remains current and valid.

**Lead Project Officer (CIL and Planning Agreements)**

On the understanding that this revised REM application remains CIL liable and will be determined under the auspices of the s106 agreement (21/11/19) and identified financial and other obligations and associated trigger points therein I have no further comments from this perspective.

**Environmental Health Officer-**

No comment

**Heathland Mitigation and Public Space Co-ordinator-(summary)**

Overall recommendation: Acceptable-

**Public Open Space-**

I have no comment on the POS other than to request that within the management Plan there is notable flexibility to change the design of the spaces in response to unexpected and continued antisocial behaviour or environmental issues. For example, if The Green becomes a target of continued fly-tipping or unauthorised parking then barriers to the behaviour could be retrofitted. It should also be stipulated that any future measures/changes be fully considered and fitting to the landscape.

**Play Space-**

Designs adequate, with consideration of following:

- Pedestrian gates (item s J and K on Doc. POS269-LAP and T and U on POS269-LEAP should ideally be different colour to fencing (aids emergency exit)

LEAP-should be room for outward opening gates without hazard to path users. Gate ideally not close quicker than 5 seconds. Safety surfacing areas advised to be wet pour surfacing.

Location of cycle barrier (item N on the LEAP design) may be better placed near to gate T or swapped with the bench in this location (to reduce likelihood of cycling in this area)

Open Space Management Plan -advised to include: basis of chosen equipment/how meets local need; how meets Equality Act 2010; drainage design/main; lifespan of equipment/fencing/surfacing; manufacturer details; details for responsibilities for provision, maintenance and inspection of equipment/details of health and safety site signage including emergency contact details.

Recommend developers/designers look at: Design for Play-Play England

**Housing Enabling Officer-**

Has confirmed that original comments still apply.

**Rights of Way officer-**

No comments received

**Highways Officer-**

It is important to note that the trees and landscaping on the main access road between the roundabout and the first junction will be highly likely to require alteration if the scheme is put forward for adoption.

The Highway Authority has NO OBJECTION, and recommends the following conditions:

**1.Vehicle access construction**

Before the development is occupied or utilised the first 15.0 metres of the vehicle access, measured from the rear edge of the highway (excluding the vehicle crossing – see the Informative Note below), must be laid out and constructed to a specification submitted to and approved in writing by the Planning Authority.

Reason: To ensure that a suitably surfaced and constructed access to the site is provided that prevents loose material being dragged and/or deposited onto the adjacent carriageway causing a safety hazard.

**2.Estate road construction (adopted or private)**

Before the development is occupied or utilised the access, geometric highway layout, turning and parking areas shown on Drawing Numbers 106 Rev E & 107 Rev E must be constructed, unless otherwise agreed in writing by the Planning Authority. Thereafter, these must be maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site

**Representations received (original comments)-**

The Beaminster Society-

The Beaminster Society objects to the lack of home working facilities in the house designs and the lack of details for achieving high levels of environmental performance in the development. We comment on building materials for house elevations and other layout and appearance details.

Other objections/comments they raise include:

-Infrastructure-increased pressure for additional school places; need for CIL contributions.

-Welcomes the affordable dwellings.

-Generally supportive of the layout and central green space. Positive built frontage to Broadwindsor road. Cottage styles will suit location.

- Layout design should avoid modern estate with car parking in parking courts/mews if possible.
- Play area next to SuDS area may give rise to safety issues.
- Materials-use of natural “rubble stone” should predominate the development; natural roofing materials rather than stone effect should be used. Ham stone and render advocated for dwellings/walls with less use of brick.
- Object to lack of more extensive home-working provision in scheme; should be more office space for small businesses.
- Landscaping is well designed.
- Scheme should achieve higher standards of energy efficient design (Dorset Council has the Climate and Ecological Emergency Strategy now published).

#### Beaminster Area Eco Group-

- Supports comments of Beaminster Society.
- Scheme should achieve high levels of environmental performance.
- Incorporate more renewable energy, rain-water harvesting, and electricity charging facilities
- Avoid higher retro-fit costs of above/other green measures by including now.

2 further letters of objection/comment. The main planning-related points include:

- If play area has to be next to SuDS feature then safety fencing needed.
- More home working provision sought.
- Given increased forthcoming regulation/COP 19/climate change, should encourage more environmental measures now- maximise south facing roofs with solar panels; triple window glazing; increased wall insulation; increased loft insulation; electric car charging points; ground thermal heat pump installation.

Impact on environment

Impact on traffic

Healthcare at present is struggling

Impact on car parking lack of sufficient shops

Impact on education

Employment for new residents

Poor bus service to larger centres

Surface water drainage and sewers police coverage very poor

## 9.0 Relevant Development Plan Policies

West Dorset, Weymouth and Portland Local Plan (2015)–

BEAM1 Land to the north of Broadwindsor Road

ENV1 Landscape, seascape and sites of geological interest

ENV2 Wildlife and habitats

ENV4 Heritage Assets

ENV5 Flood-risk

ENV9 Pollution and contaminated land

ENV10 Landscape and townscape setting

ENV11 The pattern of streets and spaces

ENV12 Design and Positioning of buildings

ENV13 Achieving high levels of environmental performance

ENV15 Efficient and appropriate use of land  
ENV16 Amenity  
SUS1 The level of economic and housing growth  
SUS2 Distribution of development  
HOUS1 Affordable housing  
HOUS3 Open market housing mix  
COM1 Making sure new development makes suitable provision for community infrastructure  
Com4 New or improved local recreational facilities  
COM7 Creating a safe and efficient transport network  
COM9 Parking standards in new development  
COM10 The provision of utilities service infrastructure

### **Other material considerations**

Design and Sustainable Development Guidelines 2009  
WDDC Landscape Character Assessment  
Beaminster Parish Plan 2013-23  
Bournemouth, Dorset and Poole Parking Standards

National Planning Policy Framework 2021

2 Achieving sustainable development  
5 Delivering a sufficient supply of homes  
6 Building a strong, competitive economy  
8 Promoting healthy and safe communities  
9 Promoting sustainable transport  
11 Making effective use of land  
12 Achieving well-designed places  
15 Conserving and enhancing the natural environment  
16 Conserving and enhancing the built environment

### **Decision-making**

Para 38- Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brown field registers and permission in principle, and work proactively with applicants to secure developments to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

## **10.0 Human rights**

Article 6 - Right to a fair trial.

Article 8 - Right to respect for private and family life and home.

The first protocol of Article 1 Protection of property.

This recommendation is based on adopted Development Plan policies, the application of which does not prejudice the Human Rights of the applicant or any third party.

## 11.0 Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims:-

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

Parking is generally located close to the associated dwelling, thereby facilitating use by elderly or less able persons.

## 12.0 Financial benefits

### Material considerations

Employment created during the construction phase

35 units of affordable housing

Increased spending in local shops and facilities

### Non material considerations

CIL contributions

## 13.0 Climate Implications

Construction of the scheme will involve the use of plant, machinery and vehicles, together with any non-electric vehicles post-construction. These will generate emissions including greenhouse gases. However, this has to be balanced against the benefits of providing housing in a sustainable location. It is pertinent to note that electric vehicle charging facilities will be provided to all houses with an adjacent parking space.

## 14.0 Planning Assessment

### **Principle of development:**

14.1 This site covers the greater portion of the allocated site for residential development under BEAM1 of the adopted West Dorset, Weymouth and Portland Local Plan 2015. Outline planning permission WD/D/18/000115 was granted for up to 100 dwellings on the greater portion of this allocated site on 21/11/2019.

This is the reserved matters application relating to that outline which seeks approval for the appearance, landscaping, scale and layout of the scheme.

This site comes forward in the context of Policy BEAM1 of the Local Plan which states:

#### LAND TO THE NORTH OF BROADWINDSOR ROAD

- I) Land to the north of Broadwindsor Road, as shown on the policies map, is allocated for housing, employment and public open space.

*(Case Officer Note: It was determined at outline stage that employment land was not included in the approved outline due to changed circumstances since the original allocation of this site).*

- II) The development will include structural woodland planting along the western and northern boundaries, and existing trees and hedgerows within and around the boundaries of the site, should be retained where possible. The development will also ensure the protection of the wildlife interest of the wooded river channel along the eastern boundary of the site.

iii) The development should create a positive frontage onto Broadwindsor Road, with parking and servicing requirements within the site.

iv) The development will provide a safe and attractive pedestrian route into the town centre, which should include a footway along the Broadwindsor Road.

(Note: Several other condition submissions relating to the outline permission were made simultaneously-drainage, tree protection and highways. These are considered separately as they were specific to the outline requirements).

14.2 Following negotiations some revisions have been made to the reserved matters scheme. These have mainly been in relation to the detailed layout with adjustments to the LEAP, attenuation hollow, and pumping station siting. The flats at the south-western corner have also been reduced in scale and the design adjusted. Other adjustments include street parking dominance reduced in the west; more visually recessive materials at higher parts of site; hard landscaping and landscaping species adjustments. Detailed highway design revisions have been added. Some design adjustments to some dwelling elevations have also been made.

#### **Layout:**

Road layout and connectivity-

14.3 The layout generally follows the principles of the illustrative outline layout. It demonstrates a hierarchy of roads. Moving from the access roundabout on Broadwindsor Road into the site the main access road is relatively wide and leads northward. A secondary road sweeps off to the west and then re-connects with the main road forming a loop. Other access roads branch off this loop to serve groups of dwellings or courtyard with dwellings. Moving east of the new vehicular access off Broadwindsor Road, a secondary road traverses to the east end of the site with secondary access roads off to serve dwelling groups. Service vehicle turning heads are also included. A footway runs along almost the entire site frontage, and, as required under the outline permission, a footway links from the east end of the site

frontage to the existing footway on Broadwindsor Road past the “All Seasons House” frontage.

14.4 The BEAM 1 allocation also covers land to the north of this site. This part of the allocation has outline permission for up to 58 houses (WD/D/19/000613 and the reserved matters application related to this has been received and is currently under consideration). The section 106 agreements for both sites ensure there will be connectivity between these two large sites so that they can function as one if both are built-out; There would be a vehicular access link toward the central northern part of the site together with three additional pedestrian links spread along the eastern “wing” of the current site to aid permeability.

14.5 The various routes within the site include a pedestrian route just within the site and parallel with the southern frontage running eastwards before linking with a new section of footway which links with the existing footway towards the town centre. This reflects a requirement of Policy BEAM1.

14.6 Parking provision for this 100 dwellings application is a mix of garaging and car spaces, with much car parking on-plot or if not, in close proximity to the associated dwelling. The scheme provides 190 allocated parking spaces, 69 allocated garage/car port spaces, 15 unallocated spaces, a space for sub-station parking and 20 visitor spaces. The Highways Officer has assessed the quantum and mix of parking and is satisfied this is acceptable.

14.7 Housing generally follows the perimeter block principle on the western side of this site. The residential development is of a higher density close to the Broadwindsor Road, with the density generally reducing as the site rises to the north, giving way to more spacious detached properties at the higher part. East of the main access point the density is higher reflecting its location closer to the existing town edge. This density variation on the site reflects the objectives of the BEAM 1 policy for the site.

14.8 Two public footpaths currently cross the site; W21/71 runs north-south through the west part of the site, while W21/72 runs north-west/south-east through the eastern part. The routes would be accommodated mainly on pavements and across green spaces, and would be of broadly similar lengths to the existing routes. Any necessary formal footpath diversion applications would be need to be made.

#### Public open space-

14.9 The site provides different areas of open space to meet different needs; along the main road frontage there is a linear walk within the site and at the west end this turns northward and would be flanked by the strategic landscaping belt which would sweep around the west/north sides of the scheme.

Located fairly centrally there is a large open space known as “The Green” which forms a central “heart” of open space to this wider area, providing an area for recreation and community activity including several tree groups. There would be a bike rack and a number of peripheral car spaces for visitors to use. Moving eastwards there is a Local Play Area (LAP) located centrally in the eastern section.

The LAP would include two horizontal tree trunks, four boulders, timber step logs and a bench. It would have a grassed surface and be contained within a 1m high galvanised bow top fence. Housing to east and west would provide surveillance of this area.

14.10 At the east end of the application site is a mainly open area. This includes a Locally Equipped Area for Play (LEAP) and a bike rack adjacent. The submitted details suggest the LEAP would be based on heavy duty timber structures with rope-type netting including items such as a birds nest swing, agility trail, embankment slide and two bench seats. Dwellings to the west would provide surveillance of this area. The open space provisions are of the correct size and general type to serve this part of the BEAM1 allocation.

14.11 The Heathland Mitigation and Public Open Space Co-ordinator has made a number of detailed comments on the LEAP in particular. The s106 agreement completed at the outline stage requires full details of the public open space (including play areas) and equipment to be provided and approved and these points will be taken into account in that process.

14.12 Moving southward from the LEAP there is an open area which is a shallow surface water attenuation hollow, underlain by a 1m deep 400m<sup>2</sup> attenuation tank. Details of this surface water drainage are controlled by conditions 6 and 7 on the outline permission. However, it is anticipated this will only act as an exceedance basin in the 1-to-100-year annual exceedance probability and then would only contain shallow water (max depth 500mm). The slopes are acceptable with a gradient of 1 in 4. South of this would be a small single storey pitched roof pumping station with associated parking.

14.13 The new vehicular access into the site has been designed to provide a “sense of arrival” at the site -with the road flanked by a pair of curved frontage buildings, and with the access road flanked by verges with an avenue of trees, helping to create a sense of place, leading to the “opening up” of the site on arrival at “The Green”. Regarding the mix of dwellings, the open market element (65 units) includes 10 x 2 bed (8 flats/2 houses); 28 x 3 bed (28 houses) and 27 x 4 bed (27 houses). This mix usefully provides enhanced potential for “working from home” due to the number of bedrooms – this usefully also helps address some comments on the application which sought an element of employment on the site.

14.14 The layout provides the required 35% affordable housing. These are dispersed throughout the site as three groupings and include 25 affordable rent units and 10 intermediate units. The affordable housing mix comprises 35 units; 10 x 1 bed (10 flats); 15 x 2 bed (5 flats/10 houses); 9 x 3 bed (9 houses) and 1 x 4 bed (1 house). The Housing Enabling Officer supports this scheme. Full details of the affordable housing scheme would be submitted to satisfy the terms of the relevant s106 agreement.

14.15 Having regard to the sense of place and variety of public open spaces proposed it is considered that the layout is acceptable.

### **Landscaping:**

14.16 The site lies within the Area of Outstanding Natural Beauty and within the Brit Valley Landscape Character Area. The site is overlooked by areas of the Dorset AONB including Gerrards Hill and the South Wessex Ridgeway to the south.

14.17 The proposals incorporate a Green Infrastructure Strategy which seeks to create a network of green spaces with connections through the site. The strategy aims to accommodate the following functions and objectives within the green infrastructure network; retaining and enhancing the existing vegetation; provide amenity space; create a network of footpaths and cycleway links to existing community facilities

14.18 The outline permission established that there would be a 30m wide structural planting belt to the western boundary area, and a reduced but still significant buffer at the northern part of the site. In terms of this reserved matters application the detailed landscaping design and species has been amended in response to comments of the Senior Landscape Officer. The strategic buffer would include native species such as Beech, oak, field maple, holly, hazel and alder.

14.19 Regarding the site boundaries, the existing hedging/planting would be reinforced. The boundary hedging notably lacks significant trees; new tree planting would be carried out to help reinforce the site boundaries and to add structure. Species would include oak, beech and lime. Planting of a number of trees would occur on "The Green", together with an avenue "feel" flanking the main access road. Additional planting would occur to the periphery of the local area for play (LAP) and the locally equipped area for play (LEAP) to the east. Individual trees would also be planted - dispersed through the site including some along the site frontage. Tree size ranges from large semi-mature, medium size avenue trees to small street trees. At the smaller scale shrubs and ground cover planting would be used. One issue is the placing of trees relative to street-lighting on the scheme. This was also raised by the landscape officers. Accordingly, plans have been discussed with the Street-lighting Engineer to seek to minimise any further necessary adjustment to the landscaping scheme. Regarding hard landscaping, the road network is primarily tarmac roads. The parking courtyards/ manoeuvring areas and final access routes are to be of Charcon block paving-Woburn Rustic or similar. Details of the layout, provision and maintenance/management of the structural woodland and other landscaping are controlled under the section 106 agreement requirements. Both the AONB Landscape Officer and the Senior Landscape Officer have reviewed the hard and soft landscaping and support this scheme. It is considered that the landscaping proposed is acceptable.

### **Scale:**

14.20 All dwellings are of two-storey, although with variations in depth/proportions and design there are consequent (and visually beneficial) variations in scale and height. The scale of the units also reflects the objectives of BEAM 1 with smaller units towards the frontage -particularly the east, and larger grander dwellings to the north of the site. The site rises to the north, although this is a relatively gentle gradient and as such the two -storey scale of the development assimilates

satisfactorily into this topography. This is further aided as the finished floor levels to the top of the site slightly lower by grading down from the existing ground level to reduce the overall ridge height. The height of dwellings typically varies from 7.6 to 9.4m. At two-storeys the scheme is broadly consistent with the scale of existing residential housing in the vicinity; Lower Barrowfield Farm, All Seasons House and the redevelopment of the Clipper Teas site slightly to the east reflect these general proportions.

### **Heritage:**

14.21 The Senior Conservation Officer has assessed the scheme and concludes that there is no harm to the significance of designated and non-designated heritage assets. This is in relation to Barrowfield Farmhouse with attached barn and stables, together with the other heritage assets referred to in the report earlier. Regarding the effect of this development on the setting of listed Lower Barrowfield Farm, the combination of the distance (about 15m), the smaller scale of the new housing coupled with the LAP in the location nearest to this listed building leads to the conclusion that the proposals would cause no harm to its setting. In assessing these proposals, particular consideration has been given to the Council's duties under Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas Act) 1990 (as amended). The Urban Design Officer has reviewed the amended reserved matters scheme and is supportive. It is considered that the scale of development is acceptable.

### **Appearance:**

14.22 The appearance of the dwellings is based on cottage-type proportions or larger, grander designs, with varying design treatments to provide street-scene variety and help contribute toward a sense of place. In response to comments of the Urban Design Officer the scheme has been adjusted to include less brick and more recessive materials used towards the (higher) north part of the site. The proposals include a range of external materials including brick, render and stone finishes. Occasional use of render above stone is also used.

The stone could include Hamstone, and the render Knauf Regal Through Colour Render or similar. Roofing materials will be a mix of slate, Duo Plain or Double Roman tiles or similar. It is considered that the general materials palette is appropriate and the final materials details would be addressed by a planning condition.

14.23 Different types of dwelling have different design features; for example, a block of flats include bay windows, multiple chimneys, feature porch; cottage-style terraces have overhanging eaves, chimneys and additional detailing. Some terraces have porch canopies, with multi-pane cottage windows, brick detailing over windows. The flats over garages include gable features and brick detail to eaves. Other design features of houses include gables, gablets, projecting gables-clad at first floor, quoins and string courses.

14.24 The scheme is supported by the Urban Design Officer. It is considered that the design and materials proposed for the development would result in an acceptable appearance on this important allocated site within the Area of Outstanding Natural Beauty.

### **Residential amenity:**

14.25 There are only two dwellings adjacent to the site. Lower Barrowfield Farm lies to the south, on the south side of the B3163. All Seasons House lies adjacent to the east end of the site. However, neither of these dwellings are subject to close overlooking from the scheme. A LAP is the nearest feature to Lower Barrowfield Farm- which in any event is also separated from it by the well-used B road. Whilst there is a LEAP at the east end this is at the northern part and as such is furthest from the amenity space at the immediate rear of the adjacent All Seasons House. As such the activities in these areas are considered acceptable in residential amenity terms. The land to the north of the site has outline permission for up to 58 dwellings. No layout has yet been agreed, however the boundary between the sites would be defined by an existing hedgerow, with further planting of trees and a pathway. As such, there would not be an issue of unacceptable overlooking. Within the scheme itself, dwellings have been laid out in such a way so as not to result in unacceptable overlooking and to provide adequate garden areas or access to public open space near-by. In light of the above the scheme is considered acceptable in residential amenity terms.

### **Comments on Town Council Concerns:**

14.26 Before commenting on this further below, and to place this scheme in correct context the following should be noted:

An Initial Notice was submitted under the Building Regulations in February 2021 to NHBC Independent Building Inspectors regarding this site. This was prior to increased Building Regulation requirements regarding energy efficiency measures coming into effect on 15 June 2022. In accordance with transitional arrangements, any plots which commence before 15 June 2023 will need only to follow the previous Building Regulations. Any plots commenced after this date must comply with the new 2022 Approved Documents. As a minimum, all plots would therefore comply with the Building Regulations in force prior to 15 June 2022.

14.27 However, the applicant has indicated it is their intention to construct all the dwellings in accordance with the recent 2022 revisions – even though this is not strictly a requirement under the Building Regulations (for any plots commenced before 15 June 2023).

14.28 In general terms the applicant's approach for energy efficiency is the "Fabric First" approach to maximise the performance of materials (rather than post-construction additions) using methods such as maximising air tightness, optimising

insulation components, maximising solar gain, natural ventilation and using the thermal mass of the building fabric. The applicant writes:

*In a demonstration of Cavanna Homes' commitment to delivering genuinely sustainable and energy efficient homes, despite pre-registration and the "old" Building Regulations standards being those applied to the scheme, they are committed to building the whole of the scheme to the new increased energy standards. These new standards can be achieved in a number of ways including elements such as improved U-values for walls, windows and doors; glazing limits; as well as more efficient space heating and energy generation.*

14.29 Regarding build fabric the applicant is increasing the performance from its current standards as follows: minimum air tightness will increase from 6.5m<sup>3</sup>/hr/m<sup>2</sup>@50Pa to 4m<sup>3</sup>/hr/m<sup>2</sup>@50Pa, and the ventilation strategy will change from Intermittent (system 1) to Continuous (system 3).

Furthermore, the following measures are included as shown in the submitted Sustainability Statement:

- improved insulation standards and U values for all the thermal elements (cavity walls filled with glass fibre insulation -an 84% recycled material and A1+ rated in the Green Building Guide).
- 100% energy efficient light fittings in each dwelling.
- specifying energy efficient white goods with energy ratings no lower than "A" and insulating all pipework.
- dual flush toilets.
- low output showers.
- reduced size baths to point of overflow.
- natural ventilation- windows orientated where possible to maximise ventilation rates.

14.30 The Town Council have specifically requested the development include electric vehicle (EV) charging facilities. Infrastructure for the charging of electric vehicles is addressed under Part S of the new Building Regulations (which under the new Building regulations- due to transitional arrangements- would only apply to any dwelling commenced after 15 June 2023). However, the applicant has confirmed these will be provided to all homes with an adjacent parking space or garage and additional communal charging points where on-plot charging is not practicable such as to serve the apartment blocks. A planning condition can be used to secure this.

14.31 The Town Council also sought solar panels as part of this scheme. However, the outline permission does not require these to be provided. In this connection the Town Council cite policy ENV13 (Achieving high levels of environmental performance) of the local plan which reads:

- i) *New buildings and alterations/extensions to existing buildings are expected to achieve high standards of environmental performance*

However, this policy does *not* require solar panels to be provided, although it does expect high standards of environmental performance - which this development would provide from the above paragraphs in this section. It is considered that a condition requiring the provision of solar panels cannot be justified as it would not be necessary to make the development acceptable. Having said this the applicant has indicated that they would be prepared to accept a planning condition to provide a solar panels scheme for this development if such a condition could be justified.

14.32 Regarding the Town Councils request for air source/ground source heat pumps, the applicant has considered this request but feels the use of solar panels is more preferable from a future occupier point of view. They have indicated that mains gas central heating combi boilers would be installed.

14.33 Regarding the Town Councils request for rainwater harvesting, the applicant has responded as below:

*It is not considered that the use of rainwater harvesting is required on-site to meet the Regulations. The applicant is providing fittings and fixtures designed to reduce water usage at source (as is standard across all Cavanna Homes), as well as providing a sustainable urban drainage system which holds storm water on site and releases this at a green field run off rate; designed to accommodate a 1 in 100 year flooding event with an additional 40% allowance for future climate change.*

14.34 The Town Council reference the mixed development of housing/employment under Policy BEAM 1 of the local Plan, and the lack of live/work units. However, due to changed circumstances under the terms of the outline permission no specific employment provision was included on the site. Having said this, as mentioned earlier, the inclusion of a significant number of larger 3 or 4 bed properties lends itself to the growing trend for “working from home”. The Town Council also query Wessex Waters’ comment that they will assess sewer capacity only if/when planning permission is granted -feeling this is too late. The Case Officer would comment that as a professional statutory undertaker Wessex Water will be familiar with the scale and nature of development and are well placed to judge if and when infrastructure requires upgrading.

14.35 Whilst the applicant has not agreed to all the Town Councils suggested measures, they have nevertheless accepted that the scheme would include important energy efficiency measures such as the inclusion of comprehensive schemes for both EV charging and solar panels.

## **Highways:**

14.36 The point of vehicular access from the Broadwindsor Road and pedestrian link to the existing footway to the east were established as part of the outline approval and are required provisions under the existing s106 agreement. The nature of the highway network within the site has been described earlier in the “layout” with a hierarchy of roads and access routes permeating the site. The Highways Officer made a number of detailed comments on the initial layout. These related to detailed

items such as including speed reducing features such as raised tables at certain junctions and increased service margins. The scheme is acceptable in terms of highway considerations subject to their two recommended conditions.

## **15.0 Conclusion**

15.1 The principle of up to 100 dwellings on this site was established by outline permission WD/D/15/000115. This reserved matter application proposes a characterful interesting scheme to create a sense of place including a “gateway entrance” with curved dwelling frontages, avenue sections and with varied public open space areas and pathways linking the areas. The scheme has a visually interesting layout with extensive planting and the varied dwelling designs and materials contributing to this. The scheme is considered to be in accordance with the policies of the West Dorset, Weymouth and Portland Local Plan 2015 and in accordance with the National Planning Policy Framework.

## **16.0 Recommendation**

Approve Reserved Matters with conditions

1.The development hereby permitted shall be carried out in accordance with the following approved plans:

Site location Plan LP01.Rev A  
Site Layout SL01.Rev A12  
Affordable Housing Plan AHP.01 Rev B  
Coloured Street Elevations CSE.01 Rev C  
Dwelling and Boundary Materials Plan DBML.01 Rev E  
Open Space Plan OSP.01 Rev E  
Parking Plan PAP.01 Rev B  
Site Sections SS01.Rev B  
Surface Finishes Plan SFP.01 Rev B  
Waste Collection Plan WCP.01 Rev B

House Type Elevations and Floor Plans:

HT.1B2P-END-1.e Rev A  
HT.1B2P-END-1.p Rev A  
HT.1B2P-END-2.e Rev C  
HT.1B2P-END-2.p Rev A  
HT.1B2P-END-3.e Rev A  
HT.2B4P-END.pe Rev C  
HT.2B4P-MID-1.pe Rev C  
HT.2B4P-MID-2.pe Rev A  
HT.2B4P-SEM.e Rev B

HT.2B4P-SEM.p Rev A

HT.3B5P-END-2.pe Rev B

HT.3B5P-MID.pe Rev A

HT.3B5P-SEM.p Rev A

HT.3B5P-SEM-1.e Rev A

HT.3B5P-SEM-2.e Rev A

HT.3B5P-SP.pe Rev B

HT.4B6P-END.e Rev D

HT.4B6P-END.p Rev B

HT.BLA.pe Rev B

HT.COR-DET-1.pe Rev B

HT.COR-DET-2.pe Rev C

HT.COR-DET-3.pe Rev B

HT.HOC-DET.p Rev A

HT.HOC-DET-1.e Rev B

HT.HOC-DET-2.e Rev B

HT.HOC-DET-3.e Rev C

HT.KEN-SEM.e Rev D

HT.KEN-SEM.p Rev D

HT.LAK-DET-1.pe Rev A

HT.LAK-DET-2.pe Rev C

HT.LAK-DET-3.pe Rev C

HT.LAK-END.pe Rev A

HT.LONG-DET.pe Rev B

HT.LONG-SEM.p. Rev B

HT.LONG-SEM -1.e B

HT.LONG-SEM- 2.e Rev A

HT.long A Det 2.pe B

HT.long Det.pe C

HT.STE-DETSP-1.pe Rev C

HT.STE-DETSP-2.pe Rev D

HT.STE-DETSP-3.pe Rev A

HT.STE-ENDSP.pe Rev D

HT.TAVY-DET-1.e Rev B  
*HT.TAVY-DET-1.p Rev A*  
HT.TAVY-DET-2.pe Rev C  
HT.TAVY-DET-3.pe Rev C  
HT.TAVY-DET-4.pe Rev B

Flat Block Elevations and Floor Plans:

FB-A.pe Rev C  
FB-B.e Rev B  
FB-B.p Rev B  
FB-C.e Rev A  
FB-C.p Rev A

Carport, Garages, Sub Station Elevations and Floor Plans:

CP01. pe Rev A  
GAR.01.pe Rev A  
*GAR.02.pe Rev A*  
GAR.06.pe Rev A  
GAR.07.pe.Rev A  
SGAR.01.pe Rev A  
SUB.01.pe Rev A

Soft Landscape Proposals 1 of 2 - drawing ref. 13796/P01 Rev G

Soft Landscape Proposals 2 of 2 - drawing ref. 13796/P01 Rev G

Proposed Levels 1 of 2 – E051508 C 102 Rev H

Proposed Levels 1 of 2 – E051508 C 103 Rev H

Impermeable Areas and Flood Routing 1 of 2 – drawing ref E05158 C 120 Rev B

Impermeable Areas and Flood Routing 1 of 2 – drawing ref E05158 C 121 Rev B

Proposed Site Layout 1 of 2 - E051508 C 106 Rev E

Proposed Site Layout 2 of 2 - E051508 C 107 Rev E

Proposed Highway Longitudinal Sections 1 of 3 - E051508 C 122 Rev A

Proposed Highway Longitudinal Sections 2 of 3 - E051508 C 123 Rev A

Proposed Highway Longitudinal Sections 3 of 3 - E051508 C 124 Rev A

Proposed Vehicle Tracking – E051508 C 130 Rev A

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Prior to development above damp proof course level, full details and samples of all external facing materials for the wall(s) and roof(s) shall be submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall proceed in accordance with such materials as have been agreed.

Reason: To ensure a satisfactory visual appearance of the development.

3. The dwelling boundary enclosure materials shall be as indicated on plan DBML.01 E. Prior to the commencement of any dwelling hereby approved above damp course level, details of the design of the means of enclosure, shall first be submitted to, and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in full accordance with the approved details unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the amenities of the area.

4. The landscaping shall be carried out in accordance with the submitted landscaping drawings (1 of 2, 2 of 2) 13796/PO1 Rev G unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity and the protection of the Area of Outstanding Natural Beauty.

5. No development above damp-proof course level shall be carried out until a detailed scheme to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations within the development has been submitted to and approved in writing by the local planning authority. The submitted details shall include a timetable for the implementation of the scheme. Thereafter the development shall be carried out in accordance with such details and timetable as have been approved by the local planning authority.

Reason: To ensure that adequate provision is made to enable occupiers of and visitors to the development to be able to charge their plug-in and ultra-low emission vehicles.

Informatives-

This Reserve Matters approval shall be read in conjunction with the outline approval WD/D/18/000115 dated 21/11/2019 and the associated s106 agreement.

Informative: This development constitutes Community Infrastructure Levy 'CIL' liable development. CIL is a mandatory financial charge on development and you will be notified of the amount of CIL being charged on this development in a CIL Liability Notice. To avoid additional financial penalties it is important that you notify us of the

date you plan to commence development before any work takes place and follow the correct CIL payment procedure.

Informative: The applicant is advised that the granting of planning permission does not override the need for existing rights of way affected by the development to be kept open and unobstructed until the statutory procedures authorising closure or diversion have been completed. Developments, in so far as it affects a right of way should not be started until the necessary order for the diversion has come into effect.

#### Street Naming and Numbering

The Council is responsible for street naming and numbering within our district. This helps to effectively locate property for example, to deliver post or in the case of access by the emergency services. You need to register the new or changed address by completing a form. You can find out more and download the form from our website [www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering](http://www.dorsetcouncil.gov.uk/planning-buildings-land/street-naming-and-numbering)